Amendments to the Specification:

Please replace paragraph [0051] with the following paragraph:

[0001] This will be explained in detail. If the brake is applied by increasing the fluid pressure in the wheel cylinder, both the wheel speed and the vehicle body speed decrease. However, if the value of time quadrature, which is proportional to the integral of the fluid pressure, of the wheel cylinder fluid pressure becomes excessively great, the slip rate, that is, the difference ΔVe between the wheel speed and the vehicle body speed, becomes greater than the threshold. Therefore, in such a case, the ABS operation is started in order to reduce the fluid pressure in the wheel cylinder (t1). When the wheel speed recovers, the fluid pressure in the wheel cylinder is increased again. In this manner, the control is repeated so that the slip rate remains between 10% and 20%. While the actual slip rate is detected, the fluid pressure is controlled so that the actual slip rate becomes equal to the target slip rate.